



EASA
European Aviation Safety Agency

EASA- FAA Conference... in short notes

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Panel 1: Mutual recognition AMO

The activities performed at **ICAO level in the Airworthiness Panel is a good way forward** in promoting the mutual recognition of maintenance organisations. It was generally agreed that the objective is not just to reduce the number of audits but to better focus the efforts.



Panel 2: RPAS - Drones

There is a need for international **harmonized and performance-based regulations** according to risk categories balancing the need for Safety and Flexibility. For the users of very small drones and consumer products that could create risks for traditional aviation, **education is identified as essential element** to raise awareness supported by **technical features like geo-Fencing**.



Panel 3: Global Manufacturing

Multinational industry in aircraft design and manufacturing is placing challenges on the regulatory system to **form partnerships between authorities**. There was general consensus on needing to continue to build on the BASAs and increasing the trust and acceptance of the Certifying Authorities work.



Panel 4: Airline Operations

The focus shall move from checking compliance to assessing the effectiveness of the operator's management system. This requires Authorities to implement a **fundamental change in mind-sets and a new set of skill-sets for their inspectors.**



Panel 5: Level of Involvement

Although the systems are different, FAA, TCCA and EASA are gradually implementing **a risk based approach to determining their level of involvement in product certification**, both domestically and in validation projects. The industry is supportive and looks forward to the development of this approach, giving advice on the best practices.



Panel 6: ATM

All panellists agreed to consider an **early engagement of the regulator in the deployment activities** of new technologies as a pre requisite. This engagement shall require to be based on a partnership approach between on one side regulators and on the other side operators and suppliers.



Panel 7: Supply Chain

Building upon the success of the use of 3rd party surveillance, the European industry considers developing a similar system to mutualise the surveillance of the system aspects of their subcontractors in the design domain. **The industry has run a “DOA think tank” which is about to publish a first draft of an EN standard, which could be used as a basis for the mutualisation of design subcontractor surveillance.**



Panel 8: Training & Competency

Flight operations **inspectors will need different skills compared to the competences defined by ICAO**: “Qualified on the type of aircraft concerned or on a type of aircraft with similar operational characteristics”. Pooling of flight operations inspectors on an international level or contracts with AOC holders and NAAs ensuring availability of qualified staff.



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